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The Daily Press.

HONGKONG, JANUARY 4TH, 1910.

When the late Prince Ito, on the eve of his departure for Harbin, disavowed the suggestions in the Japanese Press that his mission was a political one of much importance, the disavowal was regarded as ironical and very diplomatic. We now observe that the Times correspondent at St. Petersburg, commenting on the persistence of the mischievous rumours in Russia of impending complications between Russia and Japan in the Far East, remarks that misleading reports concerning the Prince's mission probably helped to prepare the ground for the sensational stories which are being so freely canvassed in Russia. Everybody, he says, imagined that Prince Ito went to Harbin to negotiate, and naturally expected that the negotiations would be resumed after his untimely death. But the correspondent says he is in a position to state "on the highest authority" that Prince Ito did not go to Harbin on a diplomatic mission. "His visit to Harbin was an act of courtesy to the Russian Minister and was essentially a demonstration of the friendly feelings of Japan towards Russia. During the quarter of an hour spent by Prince Ito and M. Korovnikov in a railway carriage the Japanese statesman clearly explained this to be the object of his journey, and invited M. Korovnikov to visit Japan. The ensuing tragedy, while it upset the plans for a Russian visit to Japan, has led to no change whatever in the attitude of Japan and Russia towards one another."

The *Novoye Vremya*, the organ of the Russian Government, has been demonstrating ever since the absurdity of the rumours of an impending conflict which, however, are still being circulated with astonishing industry "to the unbounded satisfaction of Bourse manipulators." Reports that Japan is placing large orders for war material in Germany and England are adduced by sensation-mongers as positive evidence of impending hostilities, and the *Times* correspondent remarks that prominent organs like the *Reich*, the *Russkoe Slovo*, the *Golos*, and the *Bourse Gazette*, which bestow spasmodic attention upon foreign affairs, regale their readers with alarmist tales of Japan's war preparations, supplementing them with gossip about differences on Far Eastern policy between M. Izvolsky, the Foreign Minister, and M. Sokolnikov, Minister of War. All the correspondents of the London Press stationed in St. Petersburg agree in stating that relations between the Japanese and Russian Governments are perfectly normal and friendly, and while they see in the fact that the Duma has been engaged upon the war estimates some excuse for the manifestation of Chauvinistic tendencies on the part of the military authorities in Eastern Siberia, who are personally desirous of larger local disbursements, they note that the campaign has, further, the design of once more diverting Russia's attention from Europe and preventing closer relations with Japan, which, according to the *Times* correspondent, is what sober opinion in both countries desire. Certainly there is no Chauvinistic tendency manifested in the Japanese Press, and it is only from St. Petersburg that we get any news at all of the alleged impending complications. What all the trouble is about is not clearly stated, and the only idea we get from reading the reports is that since the war Japan has pursued an active policy while Russia has done nothing in the Far East, and, according to the Russians who return from the Far East to St. Petersburg, the results of this divergence of attitude are now making themselves plain, and evidently inspire the belief that Japan sooner or later will encroach upon the Russian sphere. Evidently the Russian Foreign Minister finds it no easy task to dissipate these apprehensions, especially as the War Minister is reported to share them. The result of the subject some days ago, viz., that there is nothing whatever in the general situation to justify the anticipation of any serious friction between Japan and Russia which may lead to hostilities. There is certainly no disposition shown on the part of Japan to create a quarrel; on the contrary, she has substantial reasons for desiring to avoid one.

H.M.S. Kent has returned to the Colony with a new crew, having recommissioned at Colombo.

Yesterday saw a gradual return to business in the Colony. The holiday spirit was, however, prevalent.

Two quartermasters on the *Rubi* have been fined pesos 500 each for importing opium into the Philippines.

Rizal Day was observed on December 30th, the Filipino hero being commemorated in Manila by processions and sports.

Mr. R. B. Hurry, M.S. Bao, the new organist at Holy Trinity Cathedral, Shanghai, arrived in the northern port on Christmas Day.

The King's exequatur-empowering Mr. J. M. Macedo to act as Consul of Peru at Hongkong has received His Majesty's signature.

Sixteen natives, who were charged before Mr. J. R. Wood at the Magistracy yesterday with gambling at 20, D'Aguiar Street, were fined \$4 each.

The Bishop of Victoria and Mrs. Lauder ask us to announce that they will be "at home" at their residence, 73, Mount Kellet Road, the Peak, each Thursday during this month.

The Rev. H. O. Spink is the leader of the discussion on "The Church Universal" at the third meeting in connection with the universal week of prayer to be held at St. Paul's College this evening.

William New, a Chinese student who went to England to continue his studies after a course at St. John's University, Jessfield, has been appointed a Demonstrator of Anatomy at Cambridge.

Mr. D. P. Ricketts, formerly district engineer, has been appointed Engineer-in-Chief of the Imperial Chinese Railways, in succession to Mr. C. W. Kinder, C.M.G., who recently resigned.

Mr. F. G. McDonald, member of the Municipal Board of Manila, was to leave last week for Hongkong with the object of arranging for the visit of one or more polo teams to the Carnival.

A native who was arrested at Ho Koi Kok for being in unlawful possession of a quantity of prepared opium was ordered by Mr. J. R. Wood at the Magistracy yesterday to pay a fine of \$120, or to go to gaol for two months.

As the time is rapidly approaching for sending another mission to acquire after the welfare of the Chinese in the South Pacific Islands, the Board of Agriculture, Industry and Commerce, and the Waiwatu are reported to be looking about for a suitable official to lead the mission.

The President of the Board of Posts and Communications and Sir Robert Bredon have decided that all postmen in the Peking Postal district shall go about their duty on bicycles from the 1st of January, 1910, and one hundred machines have been ordered for the purpose.

A Chinese sapper from Wellington Barracks was charged before Mr. E. R. Hallifax at the Magistracy yesterday with being in unlawful possession of a quantity of brass filings. The charge was proved and the defendant was ordered to pay a fine of \$25, the alternative being one month's imprisonment.

The Chinese Consul at Singapore has telegraphed to the Waiwatu reporting that a number of revolutionists are sending arms and ammunition to Amoy, Swatow and Tungshan and that the anti-dynasty party leader Chen Koh and many of his followers intend to raise a rebellion in Amoy and Tungshan. On receipt of the telegram the Board instructed the Tantai of Amoy to take the necessary precautionary steps.

Apparently the ladies of the Colony have not so far made a satisfactory response to the appeal made by the Rev. T. F. Johnson as hon. secretary of the St. John's Ambulance Association for the names of those wishing to attend the coming lecture courses. The series of lectures on "Home Nursing" commences on Friday at St. Paul's College and the lectures on "First Aid" at the Victoria Hospital on the following Tuesday afternoon. A card just issued by the hon. secretary intimates that the number of ladies who attend, and it is desired that names should be sent in to the hon. secretary without delay.

Discussing the currency question with the members of the Waiwatu the other day Prince Tai Tse said that the confusing variety of coins and notes in circulation in China is largely due to the importation of foreign money, and that to have a uniform currency foreign money must be first kept out of the country. H. E. Liang Tzu-yen replied that two years ago his predecessor Yuan Shih-kai and Sir Robert Hart were drawing up a scheme and the matter was dropped owing to the latter's departure for England, and suggested that it be brought up again when he comes back, as he "last week" has been well maintained and prices have ruled higher. China exchange rates keep so close to the parity of silver that operations on account of China have been done both ways. At the higher level of prices now obtained China is more inclined to sell, but on the least drop it buys. The stock in London is reduced to moderate dimensions, little more than sufficient to provide for "bear" covering as the dates fall due. Buying orders continue to come from the Continent and practically monopolize the market, which is supplied from ordinary channels alone, for the steadiness of the price deters speculators from selling.

By arrangement with the Japanese authorities, it has been decided to fix certain gala days to be distinguished as gala occasions during the course of the Japan-British Exhibition in London. These will be: The birthday of the Emperor of Japan (May 23), the anniversary of the birth of the Crown Princess (June 25), the day on which the Anglo-Japanese Agreement was signed (August 12), the date of the signing of the first Anglo-Japanese Commercial Treaty (August 26), and the accession day of the Emperor of Japan (August 27). On the last day of August the birthday of the Crown Prince will be celebrated, and on September 24 there will be the feast of the autumnal equinox, one of the public holidays in Japan. On October 17 there is to be a Japanese harvest festival. England, Scotland, and Wales, the Colonies, and our principal municipalities will also have special gala days.

Two former residents of Hongkong have made recent additions to English literature. In collaboration with Mr. Mortimer Menpes, the well-known impressionist and disciple of Whistler (who is responsible for the paintings), Sir Henry Blakelock, our last Governor but one, contributes "China" to what has been described as Messrs. Black's "admirable series of 'Beautiful Books,' which have done so much to lighten the literature of travel." The combination of Blakelock and Menpes ought to produce a highly interesting volume. Sir Henry was noted for his pro-Chinese proclivities while resident here, while Menpes had all an artist's ardour for the picturesque in Chinese life. The other work to which we refer is Mr. P. W. Sergeant's "Cicopatra of Egypt," published by Hutchinson, at a cost of 16s. net. Mr. Sergeant showed high literary qualities while Editor of the *Daily Press*, and since his return to London he produced four works that have been warmly commended by the critics. *The Times*, in its Special Christmas Literary Supplement, says that Mr. Sergeant's work is "frankly described as 'an experiment' and adds: 'The lack of memoirs full of picturesque particulars prevents the experiment from achieving the full success that one could wish for it, though it is interesting and ingenious.'"

TELEGRAMS.

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(REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS.")

AN ELLERMAN LINER SUNK.

COLLISION IN THE IRISH CHANNEL.

LONDON, January 3rd.

The steamer "Ayrshire" collided with the Ellerman liner "Arcadian" in the Irish Channel in a dense fog.

The "Arcadian" sank, and thirteen lives were lost.

[The *Ayrshire* is a steamer of 4,824 tons net, owned by Mr. D'Arcy M. Dawes, of London, and was built in 1903.]

THE BRITISH ELECTION CAMPAIGN.

MR. LLOYD GEORGE AND THE HOUSE OF LORDS.

LONDON, January 3rd.

Mr. Lloyd George, Chancellor of the Exchequer, speaking at Reading, said the Government had allocated eighteen millions for social reform, but the people were unable to benefit till they swept the irresponsible hereditary obstruction out of existence.

IRISH UNIONISTS AND HOME RULE.

The Irish Unionists have issued a manifesto appealing to the electors of Great Britain to disregard other issues and avert Home Rule which is the avowed forerunner of separation, and would thus be a standing menace from both naval and military standpoints. The Union, it is urged, is the only security for the millions of money Great Britain is lending for land purchase.

THE POLITICAL CRISIS IN GREECE.

LONDON, January 3rd.

An Athens telegram states that the resignation of the cabinet has been accepted, and the abolition of Consulates abroad, with the exception of that at Constantinople.

THE CHINESE NAVAL COMMISSION.

LONDON, January 3rd.

The Chinese Naval Commissioners have arrived in Vienna.

They were conveyed to the quarters assigned for them in Court carriages escorted by a guard of honour.

THE WAYS OF THE CHINESE SERVANT.

A Chinese cook who has been employed at the Yaxmati Police Station for about five years was charged before Mr. E. R. Hallifax at the Magistracy yesterday with leaving his employment without giving the requisite notice. The defendant asked for and was granted leave to visit a sick cousin at Kowloon. Instead of proceeding to the home of the invalid, however, he accepted another and more lucrative appointment. This came to the knowledge of the police, and a warrant was issued for his arrest. But before it was executed Sergeant Macdonald received the following letter:—"Sir, I am very sorry to say that formerly I asked for four days' leave for my home, but now it is for a fortnight. At present I am looking for a job in a steamer and not willing to return to my post. I thank you very much for looking after me so long, please get another cook at your service. Hoping you are getting on well. Yours faithfully, Ah Fok."

Ah Fok was busy preparing a New Year's day dinner at his new place when a policeman tapped him on the shoulder and asked for the pleasure of his company to the Police Station. The deserter, as previously stated, was charged at the Magistracy yesterday, when Sergeant Macdonald asked his Worship to deal leniently with him, as he had been a good servant. His Worship imposed a fine of \$3, the alternative being seven days' imprisonment.

THE TEA DUTY IN ENGLAND.

In answer to an inquiry, Mr. Rowland Atkinson, chairman of the committee of the Tea Traders' Association, stated on the 9th ult. that, as the result of recent negotiations in the London tea trade, an absolute unanimity of opinion has been reached with the result that not a single pound of tea has left the London warehouses or docks upon which a deposit of 5s. per lb. in lieu of duty has not been paid. Not only has the duty been paid on the few thousand pounds of tea which had left the control of the Customs under guarantee, since Saturday last. Upon inquiry at the Customs House, confirmation of the latter statement was received.

LOCAL SPORT.

CRICKET.

H.K.C.C. v. UNITED SERVICES.

The two days' match between these teams concluded yesterday, the Services winning by six wickets and three runs. There was a large attendance to witness the game, and the pleasure of the afternoon was enhanced by the cordial reception accorded those who attended the "At Home" given by Vice-Admiral the Hon. Sir Hedworth Lambton, Major-General R. G. Broadwood and the officers of the United Services. The Rajput Band was in attendance, and it enlivened the proceedings with pleasing selections of music.

The day proved an auspicious one for the United Services team, for besides winning this big match comfortably, they had a scratch match which followed, well in hand, and would probably have scored a second victory if time had permitted.

When stumps were drawn on the opening day of the principal match, after each team had concluded its first innings, the Services had a lead of 25 runs. Yesterday, the Hongkong team made a much better stand in its second innings, R. E. Oliver, not out, contributing a useful 58, Young 44, Ellborough 24 and Pearce 23, to the total of 207.

Readily and the Rev. Maundrell opened the second innings of the United Services, and this partnership was productive of 83 runs, the former batsman's score being 49, and the latter's 34. The successors were Garnett and Polly. The former contributed the good score of 48 before Young took his wicket, and the latter was bowled by R. E. Oliver when his total stood at 16. With Baird 12, not out, and Mayhew 6, not out, the match concluded.

The bowling analysis shows that six of the Club wickets fell to Baird for a total of 75 runs, while two fell to Bagnall for 37 runs. R. E. Oliver took two of the Services wickets for 66, while one fell to Baird for 46, and one to Young for 53. Scores and analyses are as under:—

HONGKONG.				
First Innings.				
(Second Innings.)				
T. E. Pearce, c. Polly, b. Baird	23			
E. C. Ellborough, c. Green, b. Baird	24			
A. H. Claxton, b. R. E. Oliver	12			
A. G. Sharpin, b. Baird	12			
E. C. Oliver, c. Mayhew, b. Baird	12			
W. Manning, b. Bagnall	5			
J. Hall, c. Green, b. Baird	5			
R. E. Oliver, not out	58			
A. Young, c. and b. Baird	44			
E. C. Baird, not out	12			
E. C. Hutchinson, absent	1			
Extras	15			
Total	207			
Bowling Analysis.				
	O.	M.	R.	W.
Lt. Bagnall	17	8	37	2
Flag-Lt. Mullineaux	8	1	32	0
Capt. Baird	24	7	75	6
Lt. Polly	3	0	19	0
Lt. Bagnall	2	0	23	0
Capt. Garnett	5	1	18	0

UNITED SERVICES.				
First Innings.				
(Second Innings.)				
Capt. Baird, not out	49			
Capt. Mayhew, retired hurt	12			
Lt. Green, c. Claxton, b. Baird	10			
Lt. Bagnall, b. R. E. Oliver	8			
Flag-Lt. Mullineaux, c. S. O. Oliver	47			
Lt. Bagnall, c. Bagnall, b. Baird	15			
Flag-Lt. Mullineaux, c. S. O. Oliver	12			
Lt. Bagnall, not out	4			
Extras	19			
Total	194			
Bowling Analysis.				
	O.	M.	R.	W.
A. H. Young	12	1	53	1
R. E. Oliver	12	1	66	2
E. C. Baird	16	2	46	1

When stumps were drawn, scores and analyses in the scratch match were as follows:—

UNITED SERVICES.				
First Innings.				
(Second Innings.)				
Capt. Baird, not out	127			
Capt. Mayhew, retired hurt	12			
Lt. Green, c. Claxton, b. Baird	10			
Lt. Bagnall, b. R. E. Oliver	8			
Capt. Claxton, c. Bagnall, b. Baird	47			
Flag-Lt. Mullineaux, c. S. O. Oliver	15			
Lt. Bagnall, not out	4			
Extras	19			
Total	203			
Bowling Analysis.				
	O.	M.	R.	W.
Young	6	0	38	0
Oliver	7	0	74	1
Baird	6	0	57	2
E. C. Oliver	4	0	26	1
Ellborough	1	0	7	0

CORINTHIAN YACHT CLUB.

A series of boys' races promoted by the Corinthian Yacht Club took place yesterday, the course being—start from Foulwicks to North Fairway Buoy (Starboard), Channel Rocks (Starboard), and in Distance 9 miles. Splendid sailing weather prevailed and the boats were well manœuvred by the boys. The results for the various classes were as follows:—

Handicap Class.				
	Corrected Time.			
Corriose	12 44 41 1/2			
Aysha	12 45 08 1/2			
Dalhousie	12 46 57 1/2			
Hayward Hays Class.				
	Corrected Time.			
White Rose	1 10 0 1/2			
Lisa	1 14 30 1/2			
Dawn	1 19 0 3/4			

Corrected Time.				
Tonnette	1 10 2 1/2			
Joan	1 11 1 1/2			
Gael	1 17 29 1/2			

Tonnette allowed 10 seconds per mile to the other boats, but had difficulty in securing first place.

B.O.C. "AT HOME."

The members of the Boys' Own Club were at home to their friends yesterday afternoon, the occasion being the formal opening of the new Club house by Mrs. W. J. Gresson. The Club was started about a year and a half ago by several youths, who had just left school, desiring to play football and finding no room for their abilities in teams already organised they banded together and applied for admission to the then newly-formed Hongkong Football League. The newly-formed Club did not meet with much success in their first venture only winning two matches during the season, but their enthusiasm was not damped by this, and on Empire Day they held sports on the Race Course which were well patronised, and this event is now looked on as likely to be an annual fixture. When the water polo season arrived a team of "boys" was entered for the league, and finished fifth from the top with nine teams entered, which was a very creditable performance for their first season. At the commencement of the present sporting season attempts were made to secure a ground from the Government, but owing to the shortage of sites available for this purpose, their application met with little encouragement. Just as things were looking black for the prospect of the Club, however, their president, the Hon. Mr. W. J. Gresson, placed a site in Leighton Road at their disposal, and since then no effort has been spared in getting the place into a fit condition for playing and practising the various games in which they intend taking part.

At the opening ceremony yesterday Mr. A. H. Carroll in asking Mrs. Gresson to open the Club-house briefly outlined the history of the Club, speaking in glowing terms of the generosity of the Hon. Mr. Gresson in thus placing the site at their disposal.

Hon. Mr. Gresson in replying thanked the chairman for his good wishes, and said that he was very pleased indeed to have been able to do what he had to encourage the B.O.C. In the course of his remarks he advised the members to do what ever they had to do thoroughly, pointing out that in sport, as in business, the greatest effort was required to reach the top rung of the ladder. Mrs. Gresson having declared the Club-house and ground open, races were taken part in and the results were:—

75 Yards Three-legged Race.—Messrs. Carroll and Carroll.

50 Yards Pony Race.—Messrs. A. Ellis and I. Goldenberg.

50 Yards Ladies' Race.—Miss A. Lee, 1; Miss M. Goldenberg, 2.

50 Yards Girls' Race.—Miss A. Danenberg 1; Misses D. Green and C. White (dead heat), 2. Ladies' Nomination Race. Conditions:—The ladies to line up on one side, run a distance of 50 yards, and take off the gun's coat. Gentlemen will put on collar, the nomination will run to winning post. First one to nearest bow to win.

This was the event of the afternoon and responsible for a large number of entries.

Mr. A. H. Carroll nominated by Mrs. W. J. Gresson, 1; Mr. H. Goldenberg, nominated by Miss A. Lee, 2.

75 Yards Boys' Race.—Master C. Leong, 1; Master N. Stenberg, 2.

50 Yards Hopping Race.—Mr. J. E. Chumyat, 1; Mr. I. Goldenberg, 2.

At the conclusion of the sports Mrs. W. J. Gresson presented the prizes to the successful competitors, and Mr. A. Ellis, on behalf of the Club, presented her with a bouquet.

The proceedings terminated with cheers and "tigers" to Mrs. Gresson, the ladies, the president and the B.O.C.

THE JEW IN MODERN COMMERCE.

GERMAN PROFESSOR'S "SCIENTIFIC" STUDY.

Dr. Werner Sombart, Professor of National Economy at the Commercial University of Berlin, inaugurated recently a series of lectures on "The Importance of Jews for Modern Economic Life." He stated that he has studied the subject scientifically, and that he intends to treat it absolutely impartially.

In the sixteenth and seventeenth centuries, he said, the centre of economic activity removed from Southern to Northern Europe, and simultaneously the Jews, expelled from Italy, Spain, and Portugal, wandered to Holland and England. The sudden economic rise of Holland, Dr. Sombart asserts, was due exclusively to the settlement in the country of rich Jewish merchants

SHIPPING NOTES.

Our ambitious allies in Japan (remarks a London contemporary) are not content that the steamship lines with which they girdle the earth shall loiter in the race. Accordingly the Nippon Yusen Kaisha makes the interesting announcement that, commencing with the New Year, its European service is to be completely remodelled. The majority of the older steamers will be withdrawn, and six powerful new twin-screw vessels, each of 8,500 tons gross register, substituted. The fine modern vessels have already performed a voyage or two during this year as extra vessels, and have become exceedingly popular with passengers and shippers. Their accommodation is of a character in keeping with the over-increasing demands of the ocean voyager, while the virtualising is of the highest class. A further new departure will be a call at Marseilles every fourteen days, instead of monthly as at present. The speed will be increased, and the voyage from London to Kobe reduced to forty-five days as against forty-seven days as formerly, and this notwithstanding the call at Marseilles. Some of the older vessels withdrawn from the regular service will be utilised as extra steamers, according to requirements.

To the satisfaction felt in London with the *Ithoma* awards, says the Marine Insurance Correspondent of the *Times*, is added the hope that progress may be now expected in some other cases which are at various stages, summarized below, of settlement. The principal claims with which the market is now concerned are those connected with the Danish steamer *Prinsesse Marie* and the British steamers *Knight Commander* and *Hip Sang* and also the *Oldhamia* and *St. Kilda*. The claim for the *Prinsesse Marie* amounts to £29,960, which includes £29,448 as the value of the steamer. At the beginning of March, 1903, the *Libau* Prize Court condemned the ship and cargo on the basis that more than 50 per cent. (seven-tenths) of the weight of the cargo consisted of articles considered to be contraband of war. Early in April last the Supreme Prize Court reversed the decision of the *Libau* Prize Court with regard to the steamer and decided that the owners should be recompensed for the loss. The Court also reversed the decision of the *Libau* Court concerning the cargo and decided that the part consisting of contraband of war (detailed in the judgment) should be condemned, but that the owners of the innocent cargo should be recompensed. The case has to go back to the *Libau* Court for the assessment of amounts.

In the case of the *Knight Commander* it appears that the Supreme Court decided against the owners of the steamer and against the cargo as more than 50 per cent. was considered to be contraband. A case is to be argued to endeavour to obtain compensation for the part of the cargo which was considered innocent. This case will go before the *Libau* Prize Court, and if successful there it will pass to the Supreme Court to decide the action, and, if it favours the cargo, returns it to the *Libau* Court for judgment. The date of the hearing of the case before the *Libau* Prize Court has not yet been fixed.

Underwriters interested in the *Hip Sang* and also the *Oldhamia* and *St. Kilda* are referred to Sir Edward Grey's replies to questions in the House of Commons on February 22, July 8, and September 21 last. The Russian Government informed His Majesty's Ambassador at St. Petersburg in May that the evidence of an important witness on their behalf at Vladivostok was still outstanding, but that the case of the *Hip Sang* was otherwise completed for hearing by the Supreme Prize Court. His Majesty's Government had repeatedly pressed that the hearing should be accelerated. Except in certain important details affecting cargo the Supreme Court practically upheld the finding of the lower Court, which condemned both *Oldhamia* and her cargo, while leave had been granted to the appellants by the Supreme Prize Court to recover losses incurred by the defect on the *St. Kilda* and her cargo. In the majority of the cargo claims the Supreme Court upheld the finding of the lower Court. Sir E. Grey explained that both these cases involved questions of principle, which would be carefully considered when the full terms of the findings were received.

It is announced that the steamers of the Orient Steam Navigation Company will after February cease to call at Plymouth on the outward voyage from London to the Australian colonies. The change is understood to be rendered necessary by the new mail contract with the Australian Government under which the service is expedited.

The floating dock to be stationed at Portsmouth, for which the contract has been secured by Messrs. Cammell, Laird, and Co., will be 700ft. broad, and will have a lifting capacity of about 4,000 tons. It will be able to accommodate a vessel up to 42ft. draught. The dock is to be delivered in 18 months from the date of contract. It is understood that Messrs. Swan, Richardson, and Co., of Newcastle-on-Tyne, are to build a similar dock for the Medway.

Captain John Pritchard, commander of the *Mauritania* and Commodore since January last of the Cunard fleet, has tendered his resignation, but as yet no date has been fixed for his retirement. Captain Pritchard started his career 51 years ago, at the age of 13, as a boy cook on board a sailing vessel at 12s. a month. Having gained his master's certificate he saved sufficient to become part owner of an eight hundred ton sailing brig, of which he was master, and in which he made many voyages,

including one across the Atlantic. Thirty-five years ago he joined the Cunard Company as junior officer and for the past 15 years he has been a master. The *Mauritania* was the third Cunard liner he took over on completion by the builders. As captain of the *Coronia* he two years ago formally opened the Ambrose Channel at New York, and it was the *Mauritania* which inaugurated the present Cunard service with Flagstaff as a port of call.

A very lively commercial struggle is going on between Hamburg and Antwerp, chiefly for the trade with the Argentine Republic. These two great ports of Northern Europe have always been more or less rivals, but of late years the great German Transatlantic liners have given Hamburg the advantage. King Leopold of Belgium was always anxious that the Belgians should turn their attention to the overseas trade, and establish a mercantile marine. Quite recently the Royal Belgo-Argentine Company bought half-a-dozen vessels of a German shipbuilding company, at the head of which is Prince von Hohenlohe-Elchingen, but the German shipping companies took alarm, and, it is said, persuaded the Emperor to use his influence with the Hohenlohe company to prevent the sale. At any rate, the Belgian company has been informed that the ships in question have been sold to German shipowners, and consequently they have claimed a hundred and fifty thousand pounds as damages. Meanwhile, the great German Transatlantic companies have started a tariff war against the development of a Belgian mercantile marine, and as the Belgians do not intend to submit without a struggle, there should be a fine opportunity for our shipbuilders to supply Antwerp with the vessels which it is not allowed to buy in Germany. The Argentine trade is of the highest value to the Continent of Europe, but at present Hamburg has almost the monopoly of it.

The announcement that the Cunard Company has sold the *Ethuria* results an interesting period in the history of Atlantic navigation. This vessel and her sister ship the *Umbria* were built in 1884, and ranked as the fastest and finest of the company's liners for several years. It was their fate to be overshadowed, in 1893, by the *Campina* and the *Lucania*, just as these last-mentioned steamships have in due course been eclipsed by the *Lusitania* and the *Mauritania*. But it is doubtful whether the Cunard Company ever had two more remarkable boats than the *Ethuria* and the *Umbria*. The company has put on record its own opinion of these boats in terms which were extraordinarily complimentary to the builders, Messrs. John Elder and Co. "Year in and year out," the company said, "they have made their passages with undeviating regularity, and have enjoyed the most perfect health. No ships ever gave their owners less uneasiness than these two, and none have done such an extraordinary quantity of good work. They are monuments, that cannot be, to the skill of the design and the faithfulness of the labour that went to their accomplishment." It is no record that the *Ethuria*'s fastest passage westward was 5 days 20 hours 55 min., and her fastest eastward passage 6 days 37 min. Her highest day's run on the westward trip was 509 knots, and on the eastward, 435 knots. Her speed was officially set down at 19.6 knots, but she has done the eastward run at an average throughout the passage of 20 knots. Her sister ship, the *Umbria*, is pretty much on a level with the *Ethuria* in the matter of speed. It does not appear to be certain, as has been stated, that the *Ethuria* will be broken up. There ought to be a good deal of work in her yet. Students of coincidence will note the fact that the *Umbria* lost her sister ship within a few weeks of the severance of the *Lucania* from the *Campina*.

BRITISH INDIANS IN SIAM.

INDIAN VIEW OF THE TREATY.

A correspondent writes to the *Statesman*: A new order of things has arisen in Siam under the new Anglo-Siam Treaty signed recently, and a sentimental interest. The substantial interest consists in the effect of the Treaty upon the business interests of the Indian communities settled in Siam, and that effect is unquestionably beneficial. All British subjects obtain legal recognition of rights in property, residence, and travel, which to Indian residents and traders will be certainly of solid value. People of many nationalities find a home in the hospitable kingdom of the yellow robe, and, amongst them, the Indians and Burmese are not the least important in numbers and wealth.

But the point that has been strongly criticized (by English critics) as the one blot on the treaty is the slight distinction made between Asiatic and non-Asiatic British subjects. The point, stated in briefest form, amounts to this, that Siamese courts dealing with non-Asiatic British subjects will have an Adviser who will act as a judge; whereas, when dealing with Asiatic subjects, the Adviser will act as an adviser only. Now, for all practical purposes this will be a distinction without a difference. It is impossible to imagine Siamese judges (who may be members of the English Bar), acting unjustly in defiance of the opinion of their British Adviser, whether the latter have the determining voice or not. Siamese judges do not act in that way. No doubt the framers of the Treaty felt themselves obliged, for some reason or other, to adopt the distinction in question. It is a pity that even the appearance of a distinction was not avoided. But the point may be safely regarded as more sentimental than practical. There need be no doubt that British interests were well looked after, and that there was no lack of care in this respect. The assurances lately given in the House of Commons by members of the Government, taken together with the text of the Treaty, fully confirm this belief, and indicate that the principle of *Caveat Emptor* has been maintained in spirit if not in letter. British-Indian subjects may feel fairly well satisfied with the way in which their interests have been safeguarded. No practical difficulty seems to have arisen as yet, and there is no need to apprehend any.

MR. HARRIMAN'S FORTUNE.

WIDOW'S GRIEVANCE.

"One reason why American millionaires are usually so popular," says one of the leading New York organs of public opinion, "is because they give generously during their lifetime to the cause of education, religion, and philanthropy, and after their death their widows frequently devote themselves to the public welfare by constituting themselves stewards of their husbands' possessions, and dispensing them mainly for the benefit of the people."

The case of Mrs. Harriman, the widow of the Railway King, is cited in support of this argument, because she, like the widow of the late Russell Sage, has now opened an office in New York and called counsel to her side to discuss plans for the control of her vast property, and to see incidentally that the money spent in philanthropy is well spent.

This determination of America's richest woman is applauded universally as developing "a real American ideal," and a last memorial to her famous husband. Mrs. Harriman on the 8th ult. spent her first day as a New York business woman, charged with the management of the vast estate of the late financier. No office days Mrs. Harriman will leave her home at Arden and travel by a train that reaches New York between 10.30 and eleven o'clock.

It is understood that the widow of the railway king will devote the first three or four days of the week to business, in order that she may enjoy the week-end at home, and that only on rare occasions, when her business affairs prove pressing, will she remain overnight in the city.

SIAM'S OLDEST TREATY.

In Kay Larsen's de Dansk-Ostindiske Kolonier Historie (Frankfurt) mention is made, says the *Bangkok Times*, of a Treaty between Denmark and Siam in the reign of Christian IV. No record of such a treaty existed in Siam, and in the work of other foreign writers no mention is made, that Denmark played at that time with regard to trade transactions an important part in Siam. The statements made in Larsen's book were so definite, however, that the Government addressed a letter to the King of Denmark, the Archives in Copenhagen, and owing to the active assistance of Etienne Andersen, the Consul-General for Siam there, the National Library has now received photographs of the papers to which reference has been made. They may be described as a licence to trade without let and hindrance and a confirmation of the friendship existing between Siam and Denmark. The licence itself is dated from Tenasserim in the "Pi Kaka trini Sok," which would fix the date in the Chula era 935 (1621), which is the same as given by Larsen. It is contained in a letter from the Governor-General of Tenasserim, and letters of his subordinates, to the Government of Denmark, giving licence to trade for a vessel which had just arrived. The gist of the papers admits of no doubt, but some questions of a graphic character must be solved before the document can be published in a satisfactory way. The paper, it may be said, is a letter to the King of Denmark, an official intercourse between Siam and foreign nations. A Portuguese treaty has not yet been traced. The Dutch treaties were made at a later date, although Siamese ambassadors visited Holland already in 1608.

In transmitting these papers together with the photographic plates to the Library, Consul-General Andersen courteously wrote: "I would appreciate very much, if the Vajiravada National Library would kindly accept the papers as a gift in token of the vivid interest I take in everything having reference to the relations of Siam with my own country." The Library has thus acquired an exceedingly valuable and interesting historical document.

THE DEFENCES OF VLADIVOSTOK.

It is rumored in St. Petersburg that M. Kokovtsov has brought back a very gloomy report of the state of affairs in several departments as the result of his recent visit of inspection to Vladivostok. Thus, he found that the Ministry of Marine asks for the same grant of money as it received for use at Vladivostok before the war with Japan, although it has no Navy to maintain at the port now. At the same time, all the official and Government buildings at Vladivostok are falling rapidly into decay, although vast sums of money are granted every year for their upkeep. Every Government department is engaged in a lawsuit with the other departments, and the Town Council is at loggerheads with every Government official. There is one exception to the fault that has been found by the Minister of Finance. Strange to say, M. Kokovtsov finds no fault with the work that has been done by the Ministry of War, although he acknowledges that large sums of money are required still for fortifying Vladivostok, and he has given an assurance that if the money is granted by the Government all the work that has to be done shall be done by Russian troops, and that if the troops now in the Far East are not enough in numbers, then other troops shall be drafted to Vladivostok.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 3rd at 12-5 p.m.—The barometer has risen considerably over S. Japan and the Loochoos, and a moderate rise has taken place over Luzon. Pressure is giving way again over China. It is highest over S. China and the Eastern Sea. The depression is still shown over the Pacific to the N.E. of Japan. The monsoon will moderate in the Formosa Channel, but continue to blow strongly over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

N.E. and E. winds, fresh; Hongkong & Neighbourhood, fresh; Siam, Same as No. 1. South coast of China between Hongkong and Lamooka, Same as No. 1. South coast of China between Hongkong and Hainan, Same as No. 1.

TARIFF REFORM POLICY.

IMPORTANT STATEMENT.

Following is an extract from an article in the *Birmingham Daily Post* to which allusion was made in a Reuter's telegram last month:—

We think it desirable that we should state as plainly as possible the broad outlines of the scheme which we believe will be adopted by the Cabinet should the Unionist party be returned to power next month.

It is proposed to establish a general tariff, placing duties on practically all goods which are not deemed to be raw material, with the object first of raising revenue; secondly, of giving the turn of the market to the home producer when in competition with a foreign rival; thirdly, of making preferential agreements with the Colonies; fourthly, of securing better terms of entry into foreign countries which now exclude us by prohibitive duties; and finally, of giving such encouragement to home producers that the crisis of unemployment will be substantially mitigated.

"The tariff is to be of the simplest possible form, and is not to be protective in the sense in which that word is understood in Germany or the United States. There is no intention, we believe, of having multifarious rates which throw open the door for Parliamentary intrigue or lobbying. There will be three rates of duty only, giving an average of about 10 per cent. The plan which we believe to be at present favoured is to allow raw materials to come in free, to place a duty of 5 per cent. on goods on which little labour has been spent, 10 per cent. on goods more nearly approaching the finished state, and 15 per cent. on completely manufactured articles.

"There will be no variations from this scale, unless some very exceptional case can be proved. Thus the work of classification will be greatly simplified. Each article will almost naturally fall into its proper class, and even when there is doubt as to great difficulty to arise.

"Corresponding to present views, it is to be liable to a duty of 2s. a quarter when coming from a foreign country. The chief object of this duty, of course, is to make it possible to give a valuable preference to the Colonies—Canada and Australia in particular. Mr. Chamberlain proposed to remit the whole of the duty to the Colonies. There is, however, a possibility of this arrangement being modified by asking the Colonies to agree to a substantial preference which will not free them from the whole of the duty. The chief aim of any modification would, of course, be to increase the revenue, and at the same time to lend some encouragement to wheat-growing at home. Flour will have to pay a higher duty, in consideration of the fact that it has had labour spent upon it, and to the very desirable end of promoting the grinding of corn in this country.

Such important raw materials as cotton and wool will, of course, come in free.

A tariff framed on the basis indicated above is calculated to produce a revenue of 16 to 20 millions, and at the same time, to give an immense impulse to home trade and home employment. If the Unionist party are returned to power next January, every possible effort will be made to embody the new duties in the Budget of 1910.

HALLEY'S COMET.

M. Camille Flammarion, the eminent French astronomer, declares that the tail of the Halley comet may strike the earth next May. Writing to the *New York Herald* (Paris edition), M. Flammarion discusses the possibility of a world-wide catastrophe as the consequence of this collision.

"This comet," says M. Flammarion, "whose nucleus last September was permitted to witness the earth with great speed. At first it was 326,000,000 miles distant, but now it is 140,000,000 miles away, having travelled the intervening distance in seventy-six days.

"This speed will be accelerated as the comet advances toward the sun. At present it is rushing simultaneously toward the earth, but from the middle of December, while persisting in its course toward the sun, it will move away from our planet, only to return towards it later.

"By April 20 the comet should be within 56,000,000 miles of the sun. Until this time it will appear as a morning star visible in the east at sunrise; after this date it will become an evening star, visible after sunset.

"It is probable that the appearance of the comet will then be very striking, as it was in the spring of 1066 and again in 1456, but this time there may be a surprise in store for us.

"According to the calculation of several astronomers, it is possible that the comet will pass before the sun on May 18, when its head will be 16,140,000 miles from us.

"An unusual as the tails of comets frequently extend from twenty to thirty-five millions of miles and more, this enormous appendage could thus envelop us in a few hours."

M. Flammarion frankly declares that he cannot foretell the result of such a situation. If the oxygen in the atmosphere were to combine with the hydrogen of the comet's tail the inhabitants of the earth would die from suffocation.

If, on the contrary, there were a diminution of nitrogen, an unexpected generation of physical activity would be experienced by every one and the human race would perish in a paroxysm of joy and delirium, probably delighted at its fate.

"As yet," continues M. Flammarion, "it is impossible to ascertain the dominant elements of the comet's tail.

"Although the tails of comets are immense, they are so light and rarefied that our terrestrial atmosphere is like lead in comparison. They could be likened to a fog traversed by an engine at full speed.

"The earth has already passed through a comet tail in 1819 and in 1861 without being any the worse for the experience."

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Inaba Maru* (European Line) left Singapore on the 31st ultimo, and is expected here on the 6th instant.

The Shire Line str. *Carnarvonshire* left Singapore for Hongkong on the 2nd instant, and may be expected here on or about the 9th instant.

The I.G.M. str. *Prins Eitel Friedrich*, carrying the German Mail with dates from Berlin of the 15th ultimo, left Colombo on the 2nd instant a.m., and may be expected here on or about the 13th inst.

The P. & O. str. *Nyassa* is expected to arrive at Penang on the 5th instant, at noon.

The C.P.E. str. *Empress of China* arrived at Kobe at 9 a.m. on the 2nd inst., and left again on the same day for Shanghai, where she is to arrive at 4 p.m. to-morrow.

The I.G.M. str. *Goeben*, which left here on the 29th ultimo at noon, arrived at Singapore on the 2nd instant, at 9 a.m.

The I.G.M. str. *Derfflinger*, which left here on the 31st ult. at 9 a.m., arrived at Shanghai on the 3rd inst. at 6 a.m.

NOTES AND NEWS.

AMERICAN FOOTBALL.

The authorities controlling football in the United States are seemingly about to take decisive action. The Universities of Georgetown and Virginia have already prohibited the game so far as they are concerned, and the Commissioners of the district of Columbia are contemplating a similar step. British footballers will be chiefly interested to know whether the Americans, in place of their own game, will adopt Rugby or Association rules, or both.

ANCIENT AND MODERN.

A contemporary relates a bank cashier's experiences with a lady who presented her husband's cheque for payment, and on being requested to endorse it brought it back to the counter with the legend, "Your loving wife, Edith." "This recalls, quoting from memory, the *Spectator's* translation of a distich of Ennius of an absent-minded lover:—

"He writ to his father,
Concluding with the line,
Dearest Nevie, I am, over thine."

CARUSO'S ROMANCE.

Caruso, the tenor of the golden voice, is about to marry again. One day in Milan he saw a Sicilian girl, and fell in love with her. She is nineteen years of age, and extremely good looking. Not long ago, when Caruso was in Berlin, the girl and her father made a flying trip to the Prussian capital in order to see him there. Some of Caruso's musical friends regard the engagement with consternation, as the tenor has repeatedly declared of late that he is sick of the operatic and concert stages, and wishes to retire. His one ambition now is to return to his native land and lead the life of a country gentleman.

MR. GEORGE ALEXANDER'S NURSE.

Writing in the "Pall Mall Gazette," Mr. George Alexander says: "An old Scotch nurse in my family was much shocked when I ran away from home and became an actor, thinking that the stage and everything connected with it was tainted with vice and dishonesty. For many years she looked upon me as a lost soul. On meeting her a little while ago she still adhered to her opinion that it was 'an awful way to earn a living,' and then, with a smile, she added this little homily: 'But I suppose you'll soon have made enough money out of it to retire into respectable private life!'"

SOLOMON'S TEMPLE REDIVIVUS.

Persistent rumours are afloat, and have been for several months, of a plan to rebuild the Temple of Solomon at Jerusalem, and inquiries are continually reaching the Holy City on the same subject. It is stated, however, that the suggestion comes from Boston, that it is to be undertaken by the Freemasons of the world; and that a company is being incorporated to take the matter in hand. Along with this it is known that an English Masonic lodge, whose membership includes well-known names in high political circles, proposes to fit up a lodge-room, furnished and decorated on Oriental style, in Jerusalem, and a Jerusalem firm has been approached as to the furnishing.

FORTUNE FOUND IN A CUPBOARD.

A strange story of hidden treasure was told by the relieving officer at the meeting of the Hampstead Guardians last month. Mr. Peter Hastie, of Parkhill-road, Haverstock Hill, died on November 22, at the age of eighty-one, and after his death valuables and money were discovered in all sorts of strange places in his house. Fifty guineas were found in an old bag and £12,000 in Consol scrip was discovered in the corner of a cupboard. The guardians were recently asked to take charge of Mr. Hastie, and send him to an asylum, but the doctors who were called in differed about the state of his mind, and the guardians themselves declined to act. The chairman explained that Mr. Hastie was a great friend of the relieving officer. He died about a month ago, and both were formerly in the corn trade.

MR. LLOYD GEORGE IN TEARS.

The Chancellor went during a speech at Carnarvon on the afternoon of the 9th inst., not, it should be explained, says a London paper, for the unfortunate people who have to pay his consensatory Budget taxes, but because his emotional compunctiousness cheered him so much. Mr. Lloyd George, who sits for Carnarvon Burghs, was telling of the invitation he had received to contest Cardiff. "After all," he said, "I would rather remain here." At this there was a great outbreak of cheering. Some one called out, "Three cheers for Lloyd George!" and there was another outbreak. Then Mr. Lloyd George began again, "I have an attachment for the burghs," he said, and faltered. There was a pause, and he began to wave his hands feebly. "It is greater than I can say," he began again. Then, to the amazement of his audience, he sat down abruptly and began to cry. This ended the meeting.

UNPLEASANT ASSOCIATIONS.

So the notorious Impasse Bonnia is, in name, at any rate, to pass peacefully away, and give place, probably, to a meek Rue de — or Avenue — which coming generations will not connect with the Steinheil affair. More than one instance could be recalled of a street in this country washing its hands, as it were, of a particularly ghastly crime in this fashion. Occasionally the identity of a house is hidden in the same way. Lovers of the gruesome, for instance, would search in vain for the number of a house at which a remarkable crime occurred not long ago in London. They would find instead a house which had been satisfactorily hanged, the people of England, which he had honoured as the scene of his operations, sent a deputation to Lord Palmerston to ask for permission to change the name of their town. "Certainly," said Lord Palmerston, "and I'll suggest a new name myself. Call it Palmerston."

TIME'S TYRANNY.

A somewhat educated gentleman, who by some strange error of destiny had been wafted into the dock at Clerkenwell Police Court, made a very just and proper appeal. Counsel had referred to an Act of George III, whereupon the prisoner demanded indignantly, "Am I going to be tried under an Act hundreds of years old?" He had heard, he said, that "you can be hanged for theft under those old Acts."

The magistrate came to his rescue, mentioning that there was a later Act passed seventy years ago. But the prisoner was not satisfied — we should think not, indeed! — "Is that the very latest?" he inquired.

"I want to be tried under the latest," he said. "I want to be tried under the latest of a modern age. We all want to be to-date. It is an insult to our modernity to be tried by George III., or even according to the inadequate intelligence of seventy years ago. Why are these old Acts allowed to influence our judges and magistrates? Is there no Parliament to repeal them all, and make some new ones? Such thoughts as these may pass through the head of a somewhat educated gentleman. They are the thoughts which, with reference to morals and society, are passing through the heads of thousands of the somewhat educated. Down with the past! What has it to do with our fresh young blood?"

SKIN SCALP



HAIR HANDS

Cleansed Purified and Beautified by

CUTICURA SOAP

The constant use of Cuticura Soap, assisted when necessary by Cuticura Ointment, not only preserves, purifies and beautifies the skin, scalp, hair and hands, but prevents clogging of the pores, the common cause of pimples, blackheads, inflammation, irritation, redness and roughness, and other unwholesome conditions. All who delight in a clear skin, soft, white hands, a clean, wholesome scalp and luscious hair, will find that Cuticura Soap and Ointment realize every expectation.

For sale throughout the world. London, 77, Mark Lane. Sole Agents, Messrs. J. & A. Hall, Ltd., 10, Abchurch Lane, London, E.C. 4. Sole Agents, Messrs. J. & A. Hall, Ltd., 10, Abchurch Lane, London, E.C. 4. Sole Agents, Messrs. J. & A. Hall, Ltd., 10, Abchurch Lane, London, E.C. 4.

54-23

A TYPICAL "WILDER" SPEECH.

Dr. Wilder, the American Consul at Shanghai, gave one of his humorous speeches which we in Hongkong have learned to appreciate on the occasion of the sailors and marines from the U.S. Squadron in port being entertained by the members of the American Women's Club. Amid laughter, Dr. Wilder told of Admiral Smith's eloquence, which he declared was so great that when he spoke from the bridge the stormy petrels stopped their hovering about the smokestacks and the flying fish looked up and listened to what he had to say. Dr. Wilder, who, the laughter and applause told his audience that he was a great speaker, told his audience that the most hard of travelling round the world, and the value of meeting with other nations. He said that in the Shanghai municipal Council efficiency of government and honesty in finance would be found. Shanghai was unique, for here would be found British, who predominated, Germans, French, Japanese and Chinese. The Chinese could teach the foreigners lessons, for with them was not scornful; idealism still existed to a great extent. Reference was then made to various portions of the United States, and Dr. Wilder told the men to look upon the ladies that they found around them that day as mothers and sisters. He also hoped that they would find in the American men of Shanghai those whom they would be able to look up to, as they would to their own fathers. He reminded them that wherever they were, whether in Shanghai or elsewhere, the silent protection of the United States flag was around them. As English and expected every man to do his duty, so the 1,000,000 people of the United States believed that their men in the navy would show themselves to be not only brave in times of war, but to be gentlemen in times of peace. (Applause.)

SHOULD THE STATE CASH LOTTERY TICKETS.

PECULIAR POSITION IN PHILIPPINES.

An interesting point of law is, says the *Advertiser*, about to be brought up in connection with a case against two Chinese for importation of lottery tickets. The question is whether the collector of customs on cash wishing lottery tickets and turn the money into the Treasury or whether he must destroy all the tickets received.

When Colonel Colton was collector of customs a grand jury of lottery tickets were seized. Colonel Colton watched the numbers and picking out the winners cashed in the corresponding tickets and then turned the proceeds into the treasury.

To this proceeding the auditor raised an objection and in his contention was upheld by the Governor-General. He maintained that the cashing of the tickets was detrimental to public morals.

Colonel Colton, however, did not forget the incident, and when he went to Washington to help prepare the tariff law for the Philippine Islands, inserted therein a provision which left open the door to the collector of customs to do legally what he had done.

This provision was that on the seizure of lottery tickets they and their proceeds should be forfeited by due process of law. The words "and their proceeds" are now interpreted to mean that the collector of customs may cash in the winning tickets should any be seized and destroyed for the remainder.

When Colonel Colton acted in the other a protest was raised that the ticket for a big prize said to have been among the number confiscated was cashed, but the proceeds not turned into the treasury. Investigation failed to show the truth of this claim. The tickets were cashed through the secret service department of the customs.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crime Charms, Lait Charmant and Special Skin Tonic and Poudre. Charms will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A.S. Watson & Co. Ltd. Sole Agents.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, For Account of the Concerned, On WEDNESDAY, the 5th January, 1910, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Los House Street, A FINE ASSORTMENT OF HIGH CLASS GOODS.

Comprising—WHITE-WITNEY BLANKETS, TRAVELLING RUGS, BEACHED SHETTING, DAMASK TABLE CLOTH and SERVICETTE, LACE CURTAINS, LADIES' and GENTS' HANDKERCHIEFS, IRISH HAND-EMBROIDERED PILLOW CASES, BEDSPREADS, TOPSHEETS, FINE TURKISH TOWELS, BATH TOWEL QUILTS, TEA, PANTRY, KITCHEN and GLASS CLOTHS, LADIES' and GENTS' DRESS LENGTHS, CARPETS, &c., &c.

A Few Lots of FANCY JEWELRY.

Terms—As Usual.

HUGHES & HUGH, Auctioneers.

Hongkong, 4th January, 1910 [127]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND FORT SAID, (Taking Cargo through routes to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, VENICE, LEBANT, and ADRIATIC PORTS).

THE Company's Steamship "PERSIA," Captain Giorgovich, will be despatched as above on WEDNESDAY, the 26th inst. This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, 4th January, 1910. [5]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "ARRATOON APCAR," having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impounding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impounding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countermanded by the undersigned.

DAVID SASSOON & Co., Ltd. Agents.

Hongkong, 3rd January, 1910. [122]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains—

- Epitome of the Week's News.
- Leading Articles.
- The Sinking Incidents.
- The Polar Controversy.
- The American Capitalist in China.
- An "Unsurpassable" Diplomatic Campaign.
- Japan and Manchuria.
- Eastern History in 1909.
- Hongkong's Trade.
- Random Reflections.
- Hongkong News.
- Christmas Celebrations.
- New Year Celebrations.
- Fire at Test Site Mri.
- Gambling in Canton.
- Canton News.
- Macao Notes.
- Company Meeting: Campbell, Moore & Co.
- The China Light and Power Co., Ltd.
- Robbing Mail Bags.
- Local and District Events, 1909.
- Trade Review, 1909.
- Supreme Court.
- A Serious Naval Incident.
- Billionaire Public School.
- Premassony.
- The Depression in Japan.
- Tropical Debility.
- Far Eastern Telegrams.
- Japanese Bulk Imports.
- Commercial Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each. \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 4th January, 1910.

IN PREPARATION. THE DIRECTORY AND CHRONICLE FOR 1910

Copies may be obtained at the "HONGKONG DAILY PRESS" Office, or from Booksellers throughout the Far East.

NOTICES OF FIRMS

NOTICE.

MR. COLIN GUNNINGHAM SCOTT is admitted a Partner in our Firm from This Date.

BUTTERFIELD & SWIRE, Hongkong, China and Japan. Hongkong, 1st January, 1910. [111]

NOTICE.

WE have This Day Authorized Mr. G. BINDER to Sign our Firm.

FERD. BORNEMANN & Co. Hongkong, 1st January, 1910. [112]

NOTICE.

WE have Authorized Mr. HAKON A. SCHLUTER and Mr. WOLDEMAR WEDEKIND to Sign our Firm per Procuration.

REUTER BRÜCKELMANN & Co. Hongkong, Canton, 1st January, 1910. [113]

NOTICE.

THE Interest and Responsibility of Mr. AUGUST ZICKERMANN in our Firm CEASED on the 31st December.

Messrs. GUSTAV ENGEL and HANS TIEFENBACHER have been admitted partners from Today.

Wm. MEYERINK & Co. 1st January, 1910. [114]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

ASSETS EXCEED £11,000,000.

RESERVES £1,002,772.

AACHEN AND MUNICH FIRE INSURANCE COMPANY.

RESERVES £1,002,772.

THE Undersigned, AGENTS for the above Companies, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & Co. Hongkong, 1st January, 1910. [119]

NOTICE.

THE Interest and Responsibility of Mr. C. KOCH in our Firm CEASED on his death, on the 12th of September last.

Mr. C. ROGGE having retired from our Firm, his Interest and Responsibility Ceased on the Same Date.

Mr. A. W. SNOWMAN having taken over the Business with all assets and liabilities, will continue same under the Same Style as from above Date.

LAMKE & ROGGE. Hongkong, 1st January, 1910. [115]

NOTICE.

THE Interest and Responsibility of the Undersigned in the Firm of MACWEN, FRICKEL & Co., CEASED on 31st day of October, 1909.

A. FINDLAY SMITH. Hongkong, 1st January, 1910.

In reference to the above, I have taken over the interest, goodwill, debts and liabilities of MACWEN, FRICKEL & Co., from 31st day of October, 1909.

GEO. LEO DUNCAN. Hongkong, 1st January, 1910. [116]

NOTICE.

MR. VOLBRECHT is admitted a Partner in our Firm from This Date.

MACWEN, FRICKEL & Co. Hongkong, 1st January, 1910. [117]

NOTICE.

MR. ERNST VOLBRECHT, having Left our Firm, CEASES to Sign per Procuration from This Date.

F. BLACKHEAD & Co. Hongkong, 1st January, 1910. [118]

NOTICE.

THE Public are hereby informed that on and after the 3rd day of January, 1910, the Business known as YAU KEE (present owner Kwok Chi), of No. 30, Lyndhurst Terrace, together with the goodwill, will be taken over by HOP HING CHEUNG, who will not be Responsible for any Debts or Loans of money contracted in connection with the said Business prior to that Date.

HOP HING CHEUNG. Hongkong, 31st December, 1909. [1379]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between us, the Undersigned A. W. PURNELL and C. S. PAGET, carrying on the Business of Architects and Civil Engineers at Canton in the Empire of China under the Style or Firm of PURNELL and PAGET, will on the 31st (thirty-first) day of December, 1909 (one thousand nine hundred and nine), be dissolved by mutual consent. All debts due to or owing by the late Firm will be received and paid by the Undersigned C. S. PAGET, by whom the Business will in future be carried on.

Dated this 28th day of December, 1909.

ARTHUR WILLIAM PURNELL. CHARLES SOUDERS PAGET. [1376]

CHARGEURS REUNIS.

BY mutual agreement between the Compagnie des MESSAGERIES MARITIMES and the Compagnie des CHARGEURS REUNIS, the Hongkong Agency of the CHARGEURS REUNIS will from the 1st of January, 1910, be transferred to Messrs. P. A. LAPICQUE & Co. (Queen's Building, No. 4).

CHARGEURS REUNIS, P. LAPICQUE & Co., Agents.

MESSAGERIES MARITIMES, P. THOMAS, Agent.

Hongkong, 31st December, 1909. [1578]

NEW YEAR GOODS

CARDS, CRACKERS, DOLLS, POSTAGE STAMPS, &c.

GRACA & CO., 27, DES VEAUX ROAD. [110]

PUBLIC COMPANY

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Office of Messrs. SHEWAN, TOMES & Co., Victoria, Hongkong, on SATURDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as a special resolution the resolution which was passed by the requisite majority at the Extraordinary General Meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered subdivided rearranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the Holders of the shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus or for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority or not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI. a new paragraph as follows—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such assets and may determine that cash payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where a specific asset is so distributed and a person entitled to a share of such asset is not in accordance with Section 7 of the Companies' Act, 1900, and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 30th day of December, 1909.

By Order, SHEWAN, TOMES & Co., General Managers.

1582]

BY Married Couple, per 1st February or 1st March, Four or Five-Roomed FURNISHED HOUSE or Bungalow, Rent Moderate. Bowen Road level preferred. Replies, stating terms, to—H. V. D., Rept. at "Daily Press" Office. Hongkong, 30th December, 1909. [1574]

PROPOSALS FOR FROZEN FRESH BEEF AND MUTTON.—Headquarters, Philippine Division, Office of Commissary, Manila, P.I., January 1, 1910. sealed. Proposals, in triplicate, subject to usual conditions, will be received at this Office until 11 o'clock A.M., April 5, 1910, at which time and place they will be opened in the presence of attending bidders, for furnishing and delivering about six million six hundred thousand (6,600,000) pounds of Frozen Fresh Beef, and two hundred thousand (200,000) pounds of Frozen Fresh Mutton to the Subsistence Department, U.S. Army, at Manila, P.I., during year ending June 30, 1911. The contractor will be required to pay all customs duties. The United States reserves the right to decrease the amount advertised for, or to increase the amount with his consent. Each proposal must be accompanied with a bidder's guaranty in the amount of \$20,000 or with certified check for that sum on a Bank of approved standing in Manila. The bidder to whom the contract is awarded will be required to give bond. Bids and full information furnished on application to this Office or to nearest United States Consul. Envelopes containing proposals must be marked: "Proposals for Frozen Fresh Beef and Mutton for fiscal year 1911, to be opened April 5, 1910," and addressed to the undersigned—D. L. BRAINARD, Lieut.-Col., D.C.C., U.S. Army, Chief Commissary. [124]

EXCURSION TO MACAO.

On EVERY SUNDAY, THE S.S. "ON LEE," WILL depart from WING ON WHARF, near Western New Market, at 9 A.M., Returning from Macao at 5 P.M.

1st Cabin (Single Fare) ... \$1.20

2nd Cabin80

3rd Cabin50

Children under 12 years Half Price.

Hongkong, 17th December, 1909. [1531]

TO LET

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYDON TERRACE.

OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLVD BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1910. [87]

TO LET.

No. 3, MORRISON HILL. Immediate entry.

Apply to—Messrs. JARDINE, MATHESON & Co., Ltd. Hongkong, 10th December, 1909. [93]

TO LET.

GODOWNS Nos. 7, 9 and 10, and the Top Floor of No. 3, (Tung Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—KAM FOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [93]

TO LET.

IN No. 6, DES VEAUX ROAD CENTRAL, ONE GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31 Wyndham Street.

DAVID SASSOON & Co., Ltd. Hongkong, 19th December, 1909. [93]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1910. [89]

TO LET—FURNISHED.

"TANTALON," 126A, BARKER ROAD. Rent \$225 per Month. Seen by appointment only.

Apply to—GODDARD & DOUGLAS. Hongkong, 9th December, 1909. [1407]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36, PRATA EAST. Approximate Area 3 1/2 Acres. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 8th June, 1906. [84]

TO LET.

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Rooms House, with Outbuildings, Commanding a Fine View of the Harbour.

Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central. Hongkong, 7th July, 1909. [94]

TO LET.

No. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shanghai Road.

PREMISES at SHAMSHIN, CANTON, now in occupation of the Canton Kwong Lok Railway. CHELTONDAL (furnished), No. 100, Peak, February to October, 1910.

THE EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st floor, well suited for Office.

No. 25, SHELLEY STREET (new House). GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—TWO CORNER, at Peak, commanding a magnificent view of the Harbour and adjacent islands.

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 15th December, 1909. [91]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1910. [90]

TO BE LET.

WITH Possession from March, 1910. (Unfurnished or if desired the furniture could be taken over at a valuation.)

"IAN MOR," Peak Road. Six Rooms semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOP, 100, North Point. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwatt, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [99-109]

TO LET.

NOS. 52 and 59, CAINE ROAD.

Apply to—HO U MING, 81, Queen's Road Central. Hongkong, 8th December, 1909. [96]

TO LET

TO LET.

A BRIGHT AIRY ROOM, suitable for Office. Entry under arrangement. Enquire at Chinese Central Y.M.C.A. Hongkong, 30th December, 1909. [1577]

TO LET OR FOR SALE.

DERBINGTON, PEAK ROAD, No. 8. SHORNCLIFFE, Garden Road, 7.

For Particulars apply to—C. SCHROTER, King's Buildings, 11th Fl., Care of Garrols, Byrnes & Co. Hongkong, 1st December, 1909. [85]

TO LET.

No. 2, OLD BAILEY. Possession from 1st December.

Apply to—ARRATOON V. APCAR & Co., 14, Des Vaux Road. Hongkong, 5th November, 1909. [97]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kiliang, the Beautiful Summer Resort and Sanatorium, near Poochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Poochow, 22nd May, 1909. [92]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1910. [98]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Importers. Pig Iron and Foundry Castings. General Storekeepers and Shipchandeliers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

BANKS

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Yen 5,000,000 Reserve Fund ... Yen 1,500,000

HEAD OFFICE: TAIPEI, FORMOSA

BRANCHES AND AGENCIES: Kobe, Nagasaki, Tientsin, Amoy, Peking, Hankow, Shanghai, Yokohama, Keelung, Swatow.

HONGKONG OFFICE: 3, DES VEAUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOU, Manager. Hongkong, 10th September, 1909. [1352]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000, = about Mex. \$7,222,222

RESERVE FUND ... Gold \$3,250,000, = about Mex. \$7,222,222

HEAD OFFICE: 60 Wall Street, New York

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.

For 6 " 4 " "

For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON, Manager. Hongkong, 8th April, 1908. [1335]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager. Hongkong, 12th January, 1907. [19]

NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500) Reserve Fund Fl. 2,754,338.00 (£229,528)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DRAGON BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—

12 months 4 1/2 per cent. per annum.

6 " 4 " "

3 " 3 " "

C. WOLDRINGER, Manager. No. 16, Des Vaux Road Central. Hongkong, 4th August, 1909. [23]

BANKS

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SIEBENHUNDL (PREUSSISCHE) STAATSBANK, Berlin.

DIREKTION DER DISCONTO-GESELLSCHAFT, DEUTSCHE BANK, S. BLEICHROEDER, BERLINER HANDELS-GESELLSCHAFT, BANK FÜR HANDEL UND INDUSTRIE, ROBERT WARSCHAUER & Co., MENTENLOHN & Co., J. A. VON ROTHSCHILD & Co., JACOB S. H. STERN, NORDDOITSCHE BANK IN HAMBURG, HAMBURG, SAL. OPPENHEIM, JR., & Co., Köln, BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY DIREKTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Accounts, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOEHN, Manager. Hongkong, 4th December, 1907. [22]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000

SUBSCRIBED ... £1,250,000

PAID-UP ... £1,250,000

RESERVE FUND ... £250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS: For 12 months ... 4 per cent. For 6 " ... 3 1/2 per cent. For 3 " ... 3 per cent.

EV

NAPIER JOHNSTONES. "SQUARE BOTTLE" WHISKY.



UNVARIABLE
THE SAME TO-DAY AS IN 1745.
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WIRE MERCHANTS. [46]

AUCTION

E. R.
PUBLIC AUCTION.

THE Undersigned have received instructions from the Honourable The Director of Public Works, to sell by Public Auction, On THURSDAY, the 6th January, 1910, at 11 A.M., at The Public Works Department Stores, Wanchai, Praya East, SUNDRY OLD AND CONDEMNED STORES, Comprising:—
OLD IRON WIRE, IRON GRATINGS, a large quantity of S. W. PIPING, ONE STAMP MACHINE, OLD IRON, STEEL RAILS, BRASS STOP COCKS, OLD WHITE METAL, &c., &c.
Terms:—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 29th December, 1909. [105]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at 26, 37 and 47.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1314]

TOMATIC BROWNING POCKET PISTOLS.

With CHAMBER for 7 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. STEMSSEN & Co.
Hongkong, 6th March, 1907. [33]

A. LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1327]

A. TACK & CO..

26, DES VUEZ ROAD, CENTRAL.

KODAKS & FILMS

DEVELOPING & PRINTING UNDERTAKEN.

Hongkong, 15th December, 1909. [12]

GRIMAULT'S SYRUP

OF
HYPOPHOSPHITE OF LIME

FOR
STUBBORN COUGHS

BRONCHITIS
WEAK LUNGS
CATARRH

CONSUMPTION

TROPICAL DEBILITY.

HOW TO FIGHT IT.

Of all the evils which the inhabitant of the torrid zone is called upon to endure, the greatest are, perhaps, the deadly debility and nervous depression which are the forerunners of the more serious ills so rife in warmer latitudes. Physical fitness should be the constant watchword; healthy nerve force must be the subject of the most earnest consideration. Happiness may life itself, hangs in the balance.

When exhausted Nature fails readily to respond to the extraordinary demands made upon the system by the exigencies of climate. Science once more comes forward with precisely the needed remedy. Sanatogen, the tonic food, is the means discovered whereby impaired vitality may be safely and rapidly restored.

Sanatogen has a singular effectiveness. It is not as a tonic only that it stands unrivalled; it is, besides, a perfect food, extremely rich in just those properties necessary to the perfect nourishment of the depleted system. The basis of Sanatogen is the casin or "curd," the nitrogenous principle of milk. Nitrogenous foods are our body-building ones. They are demanded constantly by the body for the formation, and for the repair of its tissues. United with the casin, we find glycerophosphoric acid, which is an all-important constituent of the brain and nervous system. This is the reason, then, why Sanatogen has obtained its high reputation. It repairs the wear and tear of the most vital parts of our frames, and above all it gives to brain and nerve their essential food in precisely the form in which they are capable of readily receiving and assimilating it.

Doctors in tropical climates have not been slow to see the wonderful advantages in the use of Sanatogen among their patients, and a great many of them have written setting out the success that has attended the use of this preparation. They have used it with the greatest success in Malaria, Dysentery, Enteric Fever, cases of Plague and Cholera, as well as amongst those who are suffering from ailments due to disordered liver, spleen or digestive system. One or two of their opinions are worth considering.

Thus Dr. H. H. W. HART, Hapur Remount Depot, Babugarh, United Provinces, India, writes:—

"I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery, and other exhausting diseases. I have used it, regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Whilst Dr. C. E. NAYLOR, Bangalore, South India, writes:—

"It was through my influence that your excellent medium of nutrition—Sanatogen—was introduced into South India, and I have reason to be proud of my success in doing so, for I consider that I have thereby conferred a benefit upon suffering humanity."

"I have found it unequalled by any other food when the internal arrangements of the body (whether in children or adults) are in want of a stimulating nutrient. When milk, diluted to any degree cannot be digested, Sanatogen will be greedily assimilated. In many almost hopeless cases of plague, where heart failure has been threatening, I have found Sanatogen helpful in getting the patient to turn the critical corner, and it has admirably aided my treatment of this fell disease. I have no hesitation in stating that by the discovery of Sanatogen you have added a most powerful weapon to those already in the possession of every physician."

And Dr. E. F. BOWERS, Bhatnagar, P.O. Bengal and N. W. Railway, N. Bhagpur, India, writes:—

"I was able to try Sanatogen in a patient who had passed through the acute stage of Asiatic Cholera (in a severe form), but was utterly prostrated. That woman, I consider, owes her life to Sanatogen."

A physician has written a remarkable treatise entitled "How to Keep Well in Tropical Climates," a copy of which will be forwarded, post free, to all who apply to Messrs. A. S. WATSON & Co., Hongkong.

Sanatogen can be obtained from Messrs. A. S. WATSON & Co., Hongkong, and of all chemists. [126-1]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

Also JUST RECEIVED:
PABST (American) BEER, in barrels or 120 bottles. In view of the Arrival of the American Fleet in a few days, please order early, as our stock is limited.

SEMSSEN & Co.,
Agents,
Hongkong, 14th December, 1909. [1519]

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities. Martin's Pills in the house, so that the first sign of any irregularity of the system may be immediately remedied. These pills can be taken at any time, and are sold in all chemists and druggists.

MARTIN'S
APIOL & STEEL
PILLS

THE SUEZ CANAL'S FUTURE.

For so many years the Suez Canal has been the important link in the chain of communication between Europe and the Far East and South, that the public has somewhat forgotten (says Benedict Ginsburg in the *Manchester Guardian*) the fierce rivalries and bitter struggles which surrounded its inception. Its securities, too, have become so respected in the international markets—being looked on as one of the highest and most progressive securities in the market that people generally may be rather surprised to learn that its rights and privileges are limited in fact to the French Government alone. In 1858, the great French engineer, obtained his first concession for the construction of the Canal across the Isthmus of Suez from Said Pasha of Egypt on the 30th November, 1854. On the 5th January 1859, a second concession was obtained, and in December, 1858, the Suez Canal Company was registered in Paris with a capital of £8,000,000 sterling in 400,000 shares of £20 each. Of these 400,000 shares 176,602 were subscribed for by the Khedive, and it may be remarked in passing that it was these shares (which some years later had been disposed of by the then ruler of Egypt) which were purchased by the late Lord Beaconsfield for the account of England—a purchase which has proved so immensely remunerative an investment. For not only have we made a very large monetary profit out of the transaction, but we have as a nation obtained a large share of the control of the Canal. This is, of course, important to us in view of the immense preponderance of British tonnage using the Canal. But at the same time—in view of the ridicule which we throw upon the project in the early days and the opposition which we put forward to resist M. de Lesseps throughout his work—our position is good beyond our deserts.

In spite of British opposition the Canal was opened for traffic on the 17th November, 1869, about ten years and a half after the cutting of the first sod. In the forty years which have elapsed since the actual opening of the Canal an enormous amount of work has been carried out in order to increase the facilities which it affords for shipping and to suit it for coping with the vastly increased dimensions of modern ships. During the first six years of its existence, for example, its depth was but 26ft. 3in. and its bottom width only 72ft. throughout its entire length. The Canal has not, of course, inconveniences for the meeting of large ships throughout its entire length, but opportunity for meeting is offered at intervals by the provision of what are called "gares," where vessels can tie up while others pass them. At that time the gares were each about 1,000 yards long, and were about 63 fathoms deep. By 1888 the depth had been increased to 20 fathoms, though this increased depth did not extend to so great a width as before. Seven years later this depth was provided over a width of 108ft., and the curves were considerably improved. The introduction of the electric light at the same enabling time increased the capacity of the Canal by vessels to navigate it at night.

We need not go into details as to the date at which the various improvements were carried out, but we may simply say that on the 1st January, 1908, a depth of 28 feet was reached, whilst not only have gares larger than those originally provided been constructed but the intervals between them are being reduced to about three miles instead of the original six. A great deal of work is still in progress and under contemplation, it being the intention to deepen further the Canal, to increase the width to 125 feet, and still further to modify the curves. All this work is being done out of the earnings of the undertaking, and they are of enormous dimensions which not only improve its facilities for dealing with the present traffic but also increase its resources largely its permanent value. Yet the Suez Canal Company's interest in its own possessions is very limited, and at the present time its Board feel that they are in danger of spending money, which might be devoted either to the increase of dividend or to the repayment of capital, on the improvement of a property which may within no very long time be altogether taken from them. For the concession under which the Canal was originally constructed were not for all time. They indeed gave the Company only about a century in which to reap its reward for the skill and foresight and daring of M. de Lesseps and those who backed him with their capital. What confounds those who entered on such an undertaking as this in the early fifties must have had can hardly be appreciated by those who have regarded the Suez Canal pretty much as though it were provided by the hand of nature.

In Manchester indeed things are different. Many people remember the fierce opposition with which the progress of the Manchester Ship Canal Bills were contested in the Committee-rooms of the House of Commons. They know how the landowners and the railways and every possible interest which could be marshalled against the promoters called out for their pound of flesh if their opposition was to be stopped. They will therefore have some idea of the position of the promoters of this earlier waterway. And now, under the existing arrangements, the concession of the Suez Canal will expire on the 27th November, 1968, when in the absence of a Convention the whole properties will revert to the Egyptian Government. It is the object of the management of the Canal to enter into new arrangements with the Egyptian Government whereby their interests shall be prolonged for another half-century, so that they may have some security for the further expenditure which they propose to make. They are, in fact, very much in the position of a landholder on one of the great estates in London. They have obtained the foundation of a property on very easy terms. By the expenditure of their own capital they have turned the concession into an immensely lucrative undertaking, and they wish to obtain a renewal of their interest in good time in order that the further expenditure of that capital may not be used as a lever to put up the price of an extension against them. Whilst doing this, of course, they recognize that the Egyptian Government is entitled to a considerable share of the profits of the undertaking. So a new Convention has been drafted. It contains eleven articles, the first of which provides that the concession is to be prolonged to the 31st December, 2028. The second explains that during the period of the extension, in years when the net profits do not amount to one hundred million francs, the Company is to take fifty million francs, and the Egyptian Government the surplus. Should the net earnings be so to the Company; whilst when, as is most probable, the revenues amount to over one hundred millions, the Company and the Egyptian Government are each to take 50 per cent. This is a much better arrangement for the Government than that at present in force, as under the original statutes 15 per cent was the amount payable to the Government, but the Government will not have to wait till 1969 to obtain substantial benefit from the Convention. A sum of four million Egyptian pounds, that is, 103,694,000 francs, is to be paid in four equal annual instalments, beginning in December next year, whilst between 1921 and 1968, when the 50 per cent arrangement will come in force, a share rising from 14

per cent in the earlier years to 12 per cent in the latter will be given to the Government beyond 15 per cent, originally provided. The Government is further to have three seats on the Board, and is to have the benefit of an expenditure of £90,000 of the Company's money to aid in the work of deepening the channel in Suez Road, on which it is now engaged.

Those are the important heads of the suggested arrangement between the two important interests concerned, but it is by no means settled that this convention will go through. The *Malakout Press* in Egypt is very much opposed to any arrangement for the prolongation of the concession. The Cairo correspondent of the *Frankfurter Zeitung* expresses his belief that England is thwarting the proposed arrangement in order to retain in her own hand the control of the Canal. This, of course, is entirely imaginary, but it is probable that if the concession be granted on the terms now under consideration, the interest of the Egyptian Government in the existing Canal will be so great that it will be adverse to the scheme for the making of a second and competitive canal, as has been proposed. On the other hand, the confirmation of the present Company in the possession of its property will put it in a position to afford every reasonable convenience to its customers. With England's interest in Egypt, with her financial stake in the Canal, and with the custom which her ships bring to the waterway, it would be absurd to suppose that anything but the good of the Canal could actuate her policy in the matter. At the present moment, however, the matter seems to be standing still.

ATTACK ON THE "OPEN WINDOW."

A HEATED AMERICAN REPLY TO DR. ELIZABETH SLOAN CRESSER.

[BY MARY MOORMAN MAXWELL.]
(Author of "An Englishwoman in New York").

"Not enough open windows in England!" This is the statement recently made by an English medical woman. She complains that open windows are not "fashionable" enough; that the English people are sitting these December days in dark rooms, churches, theatres, railway trains; that little English boys and girls are horribly stifled at their lessons because the windows are all shut in the school-rooms.

During my visits to America, my conversations with Americans in England, and during long years' residence in England myself I have heard many complaints brought against the English, but I have never before heard them accused of being lacking in the desire—aye, the determination—to have fresh air. Oh, the discomforts, the rheumatisms, the chills down the spinal column, the numb hands and fingers, the chattering teeth, the blue lips and blue noses or immature sausages, calling out as he shakes them in the faces of passers-by, "Ere's yer sandwichee! Keep the draughts out! Keep the draughts out! Death in draughts! Keep 'em out!" Because of my rattling windows and the large cracks under my doors I have bought a half-dozen of these horrors—turkey-red calico filled with sand or sawdust. The colour fairly screaming in protest against the rest of my furnishings, I have covered them with modest tinted silk. I don't like them even now, but still they are my best protection against the silly-fitted doors and windows of an average-built London house.—Daily Mail.

"Windows hermetically sealed!" exclaims the medical lady. Where, oh, where, are these windows? Can she recommend an hotel or lodging-house where I can find them? Mind you, I don't want them done up with sealing-wax, so that I can't open them at all (for I always do have my bedroom window open all the live-long night, and I'm never afraid of "night air" after I've once got comfortably to bed); but I should like to find a home with windows that can be tightly shut to keep out the draughts and fogs.

RATTLING WINDOWS.
Is there a window in London that doesn't rattle? Is there one which, even when closed with the brass fasteners, does not let in a hurricane that sweeps the draperies back and forth, strikes a sensitive spot in the back of my neck, and makes the grate fire almost a useless, extravagant affair? Why, there is enough fresh air coming down London's chimneys alone to keep the rugs all twisted up at the corners, scatter ashes about with wondrous swiftness, and "choke us with dust and germs!" We are after dinner speakers in England so slow-witted, dull, and listless? Why is there no enthusiasm at the English political meetings? Thus questions the medical lady. She says it is because there is not sufficient air in the public dining-rooms and halls, and that "vitiated air and dead-air speeches are associated inevitably together." My own experience is that after-dinner speaking is dull in England, because the speakers and those who are chilled through with draughts and insufficient fire that they are unable to open their mouths wide enough to talk to the points; they are feeling so uncomfortable that they can't be bright and shining and sparkling.

HEAT AND VIT.
Why is it that everybody agrees that the most witty and brilliant after-dinner speaking in the world is over in the United States, and that this brilliancy is most especially noticeable during times of blizzards? It is because people are feeling comfortable. The rising sparkle of their thoughts is not chilled and cut off in the middle by cold blasts from open windows at their backs, threatening numbness, sciatica, and a three months' run of cold-in-the-head.

Why is it, I should like to know, that Englishwomen, who, during the months of May, June, July, August, and September, look absolutely itching and dangerous in their thin, white, and lace-trimmed dresses, and who, in the winter, are so miserably clad in their heavy, dark, and woolen dresses, are so much more comfortable in the winter than in the summer? Note the carelessness with which they have dressed the crookedness of bolts, the occasional button or hook all fastened to their bodies in the winter-time.

There is nothing the matter with them, except that they are cold. They have dressed in cold rooms, and hence have hurried over the fire which should be a sacred one to all women; and now, seated at the dinner-table, they are chilled to the bone. Two years ago this winter I accompanied an English woman visiting in New York to a small dinner in a steam-heated house. In London I had never happened to see her at dinner parties except in the winter, and I confess I had always considered her very plain and a bit stupid and utterly unsatisfactory to me. But in that steam-heated New York dining-room, brilliant in conversation, and got some woman, brilliant in conversation, and got three proposals of marriage in as many months. CHILLED!

PREMIER BONDS

WE are the largest Dealers in the world in these attractive securities.
WHAT ARE THESE BONDS?
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.
Write for Handbook, sent post free.
MELVILLE, GILLY & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS. REG.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. F. GROSCH.
"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. FAHNKE.
"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.
Capt. F. V. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended.
For Particulars, apply to

MELCHERS & Co.,
GENERAL AGENTS.

[101]

from their insufficient grasp into fragments upon the floor.

At the corner of my street stands a man with long, scarlet, stuffed things looking like red snakes or immature sausages, calling out as he shakes them in the faces of passers-by, "Ere's yer sandwichee! Keep the draughts out! Keep the draughts out! Death in draughts! Keep 'em out!" Because of my rattling windows and the large cracks under my doors I have bought a half-dozen of these horrors—turkey-red calico filled with sand or sawdust. The colour fairly screaming in protest against the rest of my furnishings, I have covered them with modest tinted silk. I don't like them even now, but still they are my best protection against the silly-fitted doors and windows of an average-built London house.—Daily Mail.

The World's Family Medicine.

A family medicine is a necessity. The human body is an intricate piece of machinery which is easily put out of order, and unless the wrong be righted in its early stages a general breakdown is certain.

Thence keep the World's Family Medicine always at hand, and this is universally acknowledged to be

BEECHAM'S PILLS

A dose taken when ailments arise will quickly remove the cause of the trouble, and good health will be restored. They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action.

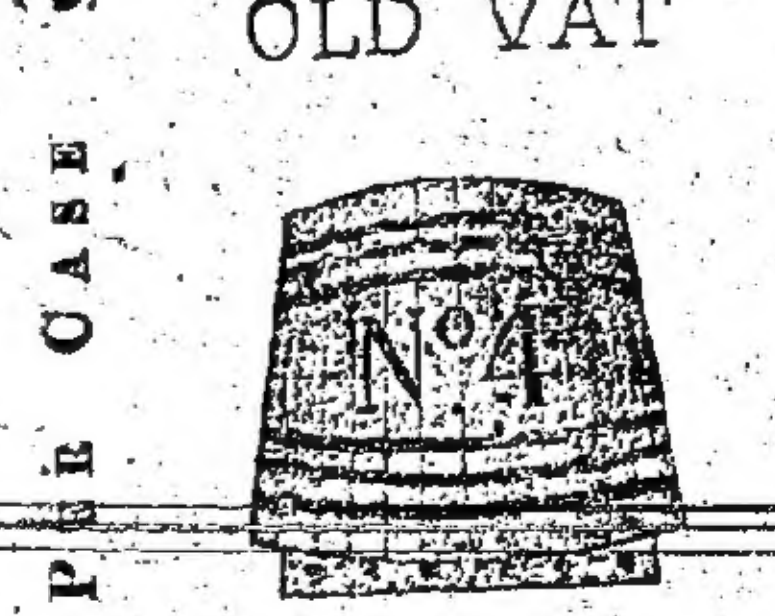
Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health.



Sold in boxes, price 6d., 1/12 & 2/6.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., LTD.

1775

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorised Capital ... £6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500
II. Fire Funds ... 3,204,763 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN TOMES & CO.,
General Agents,
Hongkong, 14th August, 1909. [908]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 16th August, 1909. [1083]

"SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork. It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of Various Colours. Prospects and all further information from

SEMSSEN & Co.
(Machinery Dept.), Hongkong.

Sole Agents
Hongkong, 8th December, 1909. [1494]



MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK NO. 3.
Extreme Length ... 722 feet.
Length on Blocks ... 714 "
Width of Entrance on Top ... 96 "
Width of Entrance on Bottom ... 88 "
Water on Blocks at Spring Tide ... 34 "
DOCK NO. 1.
Extreme Length ... 523 feet.
Length on Blocks ... 513 "
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Water on Blocks at Spring Tide ... 64 "
DOCK NO. 2.
Extreme Length ... 371 feet.
Length on Blocks ... 350 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "
PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand. THE COMPANY has the powerful steamer "OURA-MARU" 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

SHIPPING.

ARRIVALS.
APRATON APCAR. British str., 2931, A. Stewart, 3rd Jan.—Singapore 28th Dec., General—David Season & Co.
CHOWTAL. German str., 1,115, E. Gademann, 3rd Jan.—Swatow 2nd Jan., Rice and Wood—Butterfield & Swire.
EASTMAN. British str., 3,600, W. G. McArthur, 2nd Jan.—Kobe and Moji 29th December, General—Gibb, Livingston & Co.
FUKU MARU. Japanese str., 4,189, Y. Murakami, 2nd Jan.—Moji 28th Dec., Coal—Mitsui Bussan Kaisha.
HELMER. German str., 371, Jensen, 2nd Jan.—Tientsin 27th Dec. and Heilow 1st Jan., Rice, General and Figs—Jensen & Co.
KENT. British str., 980, G. C. A. Marecaux, 2nd Jan.—Singapore.
KWANTAN. Chinese str., 1,536, W. H. Lunt, 3rd Jan.—Shanghai 31st Dec., General—O. M. B. N. Co.
LIAN. British str., 1,352, C. C. Williams, 2nd Jan.—Shanghai 30th Dec., General—Butterfield & Swire.
POLYNESIAN. French str., 6,362, Broc, 3rd Jan.—Yokohama 25th, Kobe 26th and Shanghai 31st Dec., General—Messageries Maritimes.
RUDI. British str., 1,618, R. W. Almond, 3rd Jan.—Manila 31st Dec., General—Sheehan, Jones & Co.
SENEGAMBIA. German str., 2,345, Eckhorn, 3rd Jan.—Shanghai 31st Dec., General—Hamburg-Amerika Linie.
SHINKO MARU. Japanese str., 3,639, K. Saito, 2nd Jan.—Moji 28th Dec., Coal—Anika & Co.

DEPARTURES.

1st January.
ASCANTA. German str., for Huphoing.
OSCAR II. Norwegian str., for Saigon.
SEACREE. British str., for Amoy.
3rd January.
ANCHIN. German str., for Bangkok.
KIANO CHING. Chinese str., for Chinkiang.
SHAOHING. British str., for Canton.

SHIPPING REPORTS.

The Chinese str. *Kwanton* reports: Mod. N.W. gale experienced.
 The Brit. str. *Aratton* reports: Mod. N.E. monsoons, from Singapore to Julia Shoal, with light wind, fine and clear weather to about 250 miles of Hongkong. Then experienced strong N.E. monsoons and heavy seas.
 The British str. *Aratton* reports: Left Moji at 6 p.m. on the 29th December, and notwithstanding exceptionally bad weather made a swift run to Hongkong of three days 21 hours and arrived at the Co's buoy at 3:30 p.m. on Sunday afternoon. In the Formosa Channel a heavy North East gale of wind with rough seas as met with, which continued to Breaker Point, where the weather became fine to port.

VESSELS IN DOCK.

December 31st.
Kowloon Dock.—H.M.F.M.S. *Rainier*, *Amelia*, *Hilary*, *Rio Lima*, *Robert Lebaudy*, *Heungshan*, *Hsin Kong*, *Pronto*.
Consolidated Dock.—*Intrepid*.
Taiwan Dock.—*Wuhu*, *Manchuria*, *Kiungyang*, *Kueishan*, *Wenshou*, *Shuntien*, *Kochi-chang*, *Oscar II*.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
"WRAY CASTLE." 4th Jan.
 For Freight and further information, apply to DODWELL & Co., Ltd., Agents.
 Hongkong, 28th December, 1909. [1540]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BARATIA, PERSIAN GULF, CONVENTUAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."
 Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay, &c., on SATURDAY, the 8th January, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MORSE," 11,000 tons, from Colombo passengers accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "DELHI," due in London on the 19th February, 1910.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWITT,
 Superintendent.
 Hongkong, 27th December, 1909. [1]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"CARDIGANSHIRE,"
 Captain W. O. Tyers, will be despatched as above about the 15th January.
 For Freight and further information, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 13th December, 1909. [103]

"SHIRE" LINE OF STEAMERS, LTD.
FOR MARSEILLES LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE,"
 Captain R. Hayes, will be despatched as above about the 25th January.
 For Freight, or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 13th December, 1909. [104]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via usual ports of call.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON & ANTWERP via Singapore, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 19th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRISGATIA	Ger. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	To-morrow.
HAVRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	—	Eckhorn	HAMBURG-AMERICA LINE	To-morrow.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	V. Dohren	MELCHERS & Co.	On 15th inst.
COPENHAGEN & BALIC PORTS	INDOEN	Swed. str.	—	Broc	MELCHERS & Co.	On 15th inst.
MARSEILLES, &c., via ports of call.	POLYNESIAN	French str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 6th inst., at D'light
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	KIMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th inst., at D'light
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	SIRONIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	PENBROKESHIRE	Brit. str.	—	R. Hayes	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	BRASILIA	Ger. str.	k. w.	K. Sato	NIPPON YUSEN KAISHA	On 2nd Feb., at D'light
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	BUELOW	Ger. str.	—	P. Prosch	MELCHERS & Co.	On 12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	PERIA	Aut. str.	—	P. Giorgovich	DODWELL & Co., Ltd.	On 25th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	WRAY CASTLE	Brit. str.	—	Karjerg	HAMBURG-AMERICA LINE	To-day.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	YANBAGIA	Ger. str.	k. w.	J. Byrd	DODWELL & Co., Ltd.	On 13th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	SUPERIC	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 25th inst., at 7 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	EMPRESE OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 15th Feb., at Noon
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	MONTEAGLE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	INARA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 19th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	NIKKO MARU	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	SEATTLE MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 26th Feb., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	KITO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	CHANGHAI	Brit. str.	1 m.	G. W. Eddy	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	YAWATA MARU	Jap. str.	—	T. Sakino	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	COBLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 28th inst., at D'light
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 17th Feb., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	INARA MARU	Jap. str.	—	H. Raegener	MELCHERS & Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	APUTA MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 8th inst., at D'light
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	NIKKO MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	TYLATAP	Dut. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	CHRONOSING	Brit. str.	—	P. J. van Emmerick	JAYA-CHINA-JAPAN LUN	Quick despatch.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	YATHING	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	TOTONI MARU	Jap. str.	—	Sandback	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	BRASILIA	Ger. str.	k. w.	R. Smith	NIPPON YUSEN KAISHA	To-day.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	HUJUN MARU	Jap. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	LIAN	Jap. str.	1 m.	Y. Fucaso	OSAKA SHOSHEN KAISHA	On 6th inst., at D'light
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	DEVANHA	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 6th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	CHINHA	Brit. str.	1 m.	A. Stewart	DAVID SASSON & Co., Ltd.	On 7th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	P. E. FRIEDRICH	Ger. str.	—	H. Powell	P. & O. S. N. Co.	About 7th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	CHENAN	Brit. str.	1 m.	E. Malchow	BUTTERFIELD & SWIRE	On 9th inst., at D'light
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	SEGOVIA	Ger. str.	k. w.	Sachs	MELCHERS & Co.	About 12th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	NANZA	Brit. str.	—	H. S. Bradshaw, R.N.R.	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	ANVU	Brit. str.	1 m.	Bourge	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	TOURANE	Frenc. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst., at D'light
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	INDEN	Dan. str.	—	—	MELCHERS & Co.	On 17th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	FOOKANG	Brit. str.	—	—	JAYA-CHINA-JAPAN LUN	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	TYLATAP	Jap. str.	—	K. Sugi	OSAKA SHOSHEN KAISHA	To-morrow, at 8 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	TIENHUNG	Brit. str.	1 m.	Monkman	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	HAIVANG	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & Co.	To-day, at 10 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	HAIVUNG	Brit. str.	2 h.	Evans	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	THAM	Brit. str.	1 m.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 7th inst., at 10 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	LONGGANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	ZANGBO	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	TAMING	Brit. str.	1 m.	R. Rodger	SHEWAN, TOMES & Co.	On 8th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	YUENSANG	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	On 11th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	HUBI	Brit. str.	—	R. W. Helle	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	SUNGKANG	Brit. str.	1 m.	C. Plunkett	SHEWAN, TOMES & Co.	On 15th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	MAVANG	Ger. str.	—	Weigall	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	YUSA MARU	Jap. str.	—	F. Semblil	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	KUMANG	Brit. str.	—	I. Nomura	NIPPON YUSEN KAISHA	End of Jan.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	KUTANG	Brit. str.	—	E. J. Bull	NIPPON YUSEN KAISHA	On 11th inst.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	THIKIN	Dut. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	THIKIN	Dut. str.	—	H. Keops	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR.	STREAMERS	TO SAIL.
YOKOHAMA & KOBE	"COBLENZ" Capt. H. Raegener	About Saturday, 8th January.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW" Capt. F. Prosch	Wed. day, 12th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINZ EITELFRIEDRICH" Capt. E. Malchow	About Wed. day, 12th January.
MANILA, YAP, NEWGUINEA, BEISBAHE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. Raegener	Friday, 28th Jan., at D'light
KUDAT & SANDAKAN	"BORENO" Capt. F. Semblil	End of January.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 1st January, 1910. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland-Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUPERIC	6,232	S. Shotton	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
ATMERIC	4,663	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.
 Hongkong, 8th December, 1909. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR.	STREAMERS	TO SAIL.
MARSEILLES VIA PORTS	"POLYNESIAN" Capt. Broc	On 4th Jan., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Bourge	On 17th Jan., p.m.
MARSEILLES VIA PORTS	"OCEANIAN" Capt. Sellier	On 18th Jan., 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 2D. House Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. THOMAS, AGENT,
 Queen's Building.
 Hongkong, 22nd December, 1909. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" SAT., 29th Jan.	"EMPRESS OF IRELAND" FRI., 25th Feb.
"MONTEAGLE" TUESDAY, 15th Feb.	"EMPRESS OF IRELAND" FRI., 25th Mar.
"EMPRESS OF INDIA" SAT., 26th Feb.	"EMPRESS OF IRELAND" FRI., 22nd April
"EMPRESS OF JAPAN" SAT., 26th Mar.	"EMPRESS OF IRELAND" FRI., 20th May
"EMPRESS OF CHINA" SAT., 23rd April	"ALLAN LINE" Friday, 10th June
"EMPRESS OF INDIA" SAT., 14th May	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express and St. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a direct and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £43 £45.
 and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEAGLE" series Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR."
 Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 7th January, at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN
 (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip, £120.

For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
 Agents.
 Hongkong, 1st January, 1910. [122]

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON AND ANTWERP.

THE STEAMERS

"PEMBROKESHIRE" (LATE "SEGURA")
 AND

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. H. Powell	About 7th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 8th Jan.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA Capt. C. H. Watkins, R.N.R.	About 12th Jan.	Freight and Passage.
SHANGHAI MOJI, KOBE, NYANZA and YOKOHAMA	DEVANHA Capt. H. E. Bradshaw, R.N.R.	About 15th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th January, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	TEAN	On 4th Jan., 3 P.M.	
AMOI and SHANGHAI	TIENTSIN	On 4th Jan., Noon.	
CEBU and ILOILO	SUNGLANG	On 5th Jan., 4 P.M.	
SHANGHAI	LINAN	On 6th Jan., 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	CHANGSHA	On 8th Jan., 4 P.M.	
SHANGHAI	CHINHUA	On 9th Jan., D'light	
MANILA	TAMING	On 11th Jan., 3 P.M.	
SHANGHAI	CHENAN	On 13th Jan., 4 P.M.	
SHANGHAI	ANHUI	On 16th Jan., D'light	

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANIT".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARRIAGE, 5th to 14th FEBRUARY. S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th idem for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS
WEI HAI WEI, CHEFOO and CHIN WANG TAO	CHEONGSHING	Tuesday, 4th Jan., Noon.	
SHANGHAI	"YATSHING"	Tuesday, 4th Jan., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed., 5th Jan., Noon.	
SHANGHAI	"LAUSANG"	Wed., 5th Jan., Noon.	
SHANGHAI	"LOONGSANG"	Friday, 7th Jan., 4 P.M.	
YOKOHAMA, KOBE & MOJI	"YUENSANG"	Friday, 14th Jan., 4 P.M.	
YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 21st Jan., Noon.	
YOKOHAMA, KOBE & MOJI	"KUTSANG"	Saturday, 22nd Jan., Noon.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSIANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 216, Sul. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 1st January, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI and FOOCOW.	TUESDAY, 4th Jan., at 10 A.M.
"HAIMUN"	SWATOW	WED., 5th Jan., at 10 A.M.
"HAICHING"	SWATOW, AMOI and FOOCOW.	FRIDAY, 7th Jan., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 1st January, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	About 5th Jan., 1910.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan.,
COPENHAGEN and BALTIC PORTS	"INDIEN"	Middle of Feb.,

For Further Particulars apply to

MELOCHERS & CO., AGENTS.

Hongkong, 11th December, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. BRASILIA	5th Jan.
S.S. SEGOVIA	15th Jan.
S.S. SAMBIA	2nd Febr.
S.S. ANDALUSIA	9th Febr.
S.S. SAKONIA	17th Febr.
S.S. C. FERD. LAEISZ	27th Febr.
S.S. AMBRIA	12th March.

Further Particulars, apply to—

Hongkong, 4th January, 1910.

HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. BRISGAVIA	5th Jan.
S.S. SENEGAMBIA	5th Jan.
S.S. SCANDIA	15th Jan.
S.S. SITHONTA	20th Jan.
S.S. BRASILLIA	10th Febr.
S.S. VANDALLA	19th Jan.

HAMBURG-AMERIKA LINIE, Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 26th, at Noon.
S.S. BUJO MARU	6,000	" April 27th, at Noon.
S.S. AMERICA MARU	6,000	"

For particulars apply to

N. YAMADA, Acting Manager.

TOTO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TANGO MARU Capt. A. Christensen	8,000	THURSDAY, 6th Jan., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WED., 19th Jan., at Daylight.
	AKI MARU Capt. K. Sato	7,000	WED., 2nd Feb., at Daylight.
VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan., due Kobe 13th Jan., connects)	AWA MARU Capt. A. Keith	6,500	WED., 19th Jan., from YOKOHAMA.
VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan., due Kobe 25th & Yokohama 27th Jan., connects)	SANUKI MARU Capt. K. Homma	6,500	SATURDAY, 29th Jan., from KOBE.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 21st Jan., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Febr., at Noon.
SHANGHAI, MOJI and KOBE	TOTOMI MARU Capt. R. Smith	4,500	TUESDAY, 4th January.
KOBE and YOKOHAMA	INABA MARU Capt. R. Takeda	6,500	SATURDAY, 8th Jan., at Daylight.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 11th January.
NAGASAKI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 14th Jan., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED., 19th Jan., at Noon.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Cluster Road.

Hongkong, 30th December, 1909.

T. KUSUMOTO, MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAPIRO	2540	R. Rodger	Manila	On 8th Jan., Noon.
RUDI	2540	R. W. Almond	Manila	On 15th Jan., Noon.

For Freight or Passage apply to

HONGKONG, 1st January, 1910.

SHEWAN, TOMES & Co., General Managers.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-RIBBIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East: 16, DES VŒUX ROAD, HONGKONG.

Japan Office: 14, WATSE STREET, YOKOHAMA.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL-STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MANITIA	11000	SATURDAY
ASSAYE	7500	PERSEA	7951	March 5
DELTA	8000	MALWA	11000	March 19
MACDONIA	10500	(Through Steamer calling at Bombay)		March 25
DEVANHA	8000	MONGOLIA	10500	April 2
ASSAYE	8000	MARMORA	10500	April 16
DELTA	7500	MOREA	11000	April 30
DELHI	8000	MOOLTAN	10000	May 14
				May 28
				June 12
				June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax): 1st SALOON £71.10 SINGLE, £106.14 RETURN. 2nd " £48.8 " £72.12

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	about	about
SUMATRA	January	26 March
NYANZA	February	9 March
SUNDA	February	23 April
NILE	March	23 May
SABDINIA	April	20 June
NOBE	May	4 June
	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON (including Surtax): 1st SALOON £50.10 SINGLE, £82.10 RETURN. 2nd " £38.10 " £57.4

Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

1076]

E. A. HEWETT,

SUPERINTENDENT

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE. Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., at Noon 1910.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANTING, via SWATOW, & AMOI	"SOSHU MARU" Capt. K. Suez	WED., 5th Jan., at 8 A.M.
SHANGHAI via SWATOW, AMOI & FOOCOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 6th Jan., at Daylight.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

877]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark-by-Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 1st January, 1910.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Jan., at 9.30 A.M.

All Claims must reach us before the 13th Jan., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo. Ex. S.S. "THERAPIA" from Smyrna. Transhipped at Naples.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 30th December, 1909.

5]

